Maryland Historical Trust

Maryland Inventory of Historic Properties number: HA-1715

Name: Southampton Rd. over Furnace Run

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST

Eligibility Recommended _____ Eligibility Not Recommended __X____

Criteria: ____A ____B ____C ____D Considerations: ___A ___B ___C ___D ___E ___F ___G __None

Comments: _____

_____

_____

Reviewer, OPS: _Anne E. Bruder_____ Date: __3 April 2001____

Reviewer, NR Program: __Peter E. Kurtze_____ Date: __3 April 2001____

MARYLAND INVENTORY OF HISTORIC BRIDGES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION/
MARYLAND HISTORICAL TRUST

MHT No. HA-1715

SHA Bridge No. H-47 **Bridge name** Southampton Road over Bynum Run

LOCATION:
Street/Road name and number [facility carried] Southampton Road

City/town Bel Air **Vicinity** X

County Harford

This bridge projects over: Road____ **Railway**_____ **Water** X **Land** ____

Ownership: State _____ **County** X **Municipal** _____ **Other** _____

HISTORIC STATUS:
Is the bridge located within a designated historic district? Yes _____ **No** X
National Register-listed district ____ **National Register-determined-eligible district** __
Locally-designated district _____ **Other** _____

Name of district _____

BRIDGE TYPE:
Timber Bridge _____:
Beam Bridge _____ **Truss -Covered** ___ **Trestle** ____ **Timber-And-Concrete** ___

Stone Arch Bridge _____

Metal Truss Bridge _____

Movable Bridge ____:
Swing _____ **Bascule Single Leaf** __ **Bascule Multiple Leaf** _____
Vertical Lift _____ **Retractile**_____ **Pontoon** _____

Metal Girder X:
Rolled Girder X **Rolled Girder Concrete Encased** _____
Plate Girder _____ **Plate Girder Concrete Encased** _____

Metal Suspension _____

Metal Arch _____

Metal Cantilever _____

Concrete _____:
Concrete Arch_____ **Concrete Slab**_____ **Concrete Beam** ____ **Rigid Frame** _____
Other _____ **Type Name** _____

HA-1715

DESCRIPTION:

Setting: Urban X **Small town** _____ **Rural** _____

This bridge was previously surveyed by the Harford County Department of Public Works and the Harford County Department of Planning and Zoning in June 1996. The following is a revised version of the bridge inventory form prepared at that time.

Describe Setting:

Bridge No. H-47 carries Southampton Road over Bynum Run in Harford County. Southampton Road runs east-west and Bynum Run flows north-south. The bridge is located in the vicinity of Bel Air, and is surrounded by residential properties.

Describe Superstructure and Substructure:

Bridge No. H-47 is a 2-span, 2-lane, metal girder bridge, constructed circa 1930. Records on the original design of the bridge are not available, however, between 1962 and 1964, the east span was replaced with a metal girder span with a metal deck and the ends of the metal girders in the west span were encased in concrete. The remaining original span of the structure is 25 feet long and the replacement span is 30 feet long, for a total bridge length of 55 feet. The structure has a clear roadway width of 22 feet, 4 inches and the out-to-out width is 24 feet. The superstructure consists of ten (10) rolled girders which support a concrete deck on the west span and a corrugated metal deck on the east span and a metal pipe railing. The girders are spaced 2 feet, 8 inches apart and the roadway is carried on the girders. The concrete deck on the west span is 8 inches thick and it has a bituminous wearing surface. The structure has 3½ inch pipe railings, which were added to the structure between 1962 and 1964. The substructure consists of two (2) concrete abutments and one (1) pier. There are four (4) flared wing walls. The bridge is posted for 11 tons, and the sufficiency rating for the structure is 67.0.

According to the 1995 inspection report, this structure is in good condition. The metal girders have minor pitting and the top flanges of the girders on the east span exhibit corrosion and delamination due to water penetration through the metal deck. The abutments and wing walls are in good condition with random hairline cracks. The southwest wing wall has an area of spalled concrete. The pier has vertical cracks and is moderately undermined. The concrete footing has moderate scouring and is broken at the west side of the pier. The pipe railing have light surface rust and are in good condition.

Discuss Major Alterations:

Between 1962 and 1964, the original east span of this 2-span structure was replaced. The ends of the metal girders of the west span were encased in concrete. New concrete abutments were constructed at the east and west ends of the structure. The new span is supported by metal girders and has a corrugated metal deck. In 1992, the structure was cleaned and the structural steel painted, and in 1993, spalls and cracks in the concrete surfaces of the bridge were repaired.

HISTORY:

WHEN was the bridge built: 1930/1962-64
This date is: Actual _____ **Estimated** X
Source of date: Plaque _____ **Design plans** ____ **County bridge files/inspection form** X
Other (specify)

WHY was the bridge built?

The bridge was constructed in response to the need for more efficient transportation network and increased load capacity.

WHO was the designer?

Unknown

WHO was the builder?

Unknown

WHY was the bridge altered?

Unknown

Was this bridge built as part of an organized bridge-building campaign?

There is no evidence that the bridge was built as part of an organized bridge building campaign.

SURVEYOR/HISTORIAN ANALYSIS:

This bridge may have National Register significance for its association with:
A - Events _____ B- Person _____
C- Engineering/architectural character _____

The bridge does not have National Register significance.

Was the bridge constructed in response to significant events in Maryland or local history?

Metal girder bridges were most likely introduced and first popularized in Maryland by the state's major railroads of the nineteenth century including the Baltimore and Susquehanna, its successor the Northern Central, and the Baltimore and Ohio Railroad. Bridge engineering historians have documented the fact that James Milholland (or Mulholland) erected the earliest plate girder span in the United States on the Baltimore and Susquehanna Railroad in 1846 at Bolton Station, near present-day Mount Royal Station. The sides (web) and bottom flange of Milholland's 54-foot-long span were wholly of wrought iron and included a top flange reinforced with a 12x12-inch timber. Plates employed in the bridge were 6 feet deep and 38 inches wide, giving the entire bridge a total weight of some 14 tons. Milholland's pioncering plate girder cost $2,200 (Tyrrell 1911:195). By Deeember 31, 1861, the Northern Central Railroad, which succeeded the Baltimore and Susquehanna, maintained an operating inventory in Maryland of 50 or more bridges described simply as "girder" spans, in addition to a number of Howe trusses. Most of these were probably iron girder bridges; the longest were the 117-foot double-span bridge over Jones Falls and the 106-foot double-span girder bridge at Pierce's Mill (Gunnarson 1990:179-180).

As in the nation, girder bridge technology in Maryland was quickly adapted to cope with the increasingly heavy traffic demands of the twentieth century caused by automobile and truck traffie. The 1899 Maryland Geological Survey report on highways noted that "there are comparatively few I-beam bridges, one of the cheapest and best forms for spans less than 25 or 30 feet" (Johnson 1899:206). Interestingly, the report also urged construction of a composite metal, brick, and concrete

bridge, noting that "no method of construction is more durable than the combination of masonry and I-beams, between which are transverse arches of brick, the whole covered with concrete, over which is laid the roadway" (Johnson 1899:206). Whether any such bridges (transitional structures between I-beams and reinforced concrete spans) were built is unknown.

Official state and county highway reports—issued between 1900 and the early 1920s through the Highway Division of the Maryland Geological Survey and its successor, the State Roads Commission—generally do not reference or describe girder construction. An analysis of the current statewide listing of county and municipal bridges (a listing maintained by the State Highway Administration) reveals that 48 county bridges, out of the total of 141 approximately dated to "1900" by county engineers, were listed as steel girder, steel stringer, or variants of such terms. (It should be noted that the "1900" date is often given when no exact date is pinpointed for a bridge that is clearly old). A grand total of 200 bridges (including "steel culverts"), out of 550 bridges dated on the county list between 1901 and 1930, were described as steel beam, steel girder, or steel stringer and girder varieties. The total suggests that among the various highway bridge types built in the early twentieth century metal girder bridges in Maryland between 1900 and 1930 were second in popularity only to reinforced concrete bridges. However, these numbers must be interpreted with caution, as they do not necessarily include all county and municipal bridges.

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth and development of the area?

There is no evidence that the construction of this bridge had a significant impact on the growth and development of this area.

Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from the historic/visual character of the potential district?

This bridge is located adjacent to the Heighe House Historic District, which is listed on the National Register of Historic Places, however, the structure is not within the boundaries of the district and has no historical association with the district.

Is the bridge a significant example of its type?

A significant example of a metal girder bridge should possess character-defining elements of its type, and be readily recognizable as an historic structure from the perspective of the traveler. The integrity of distinctive features visible from the roadway approach, including parapet walls or railings, is important in structures which are common examples of their type. In addition, the structure must be in excellent condition. The integrity of this bridge has been compromised by the construction of the new east span in the 1960s. In addition, alterations to features of the remaining original section of the bridge, such the encasement of the girder ends, construction of a new abutment, and the removal of the original parapets have compromised the integrity of the structure.

Does the bridge retain integrity of important elements described in Context Addendum?

This bridge was reconstructed between 1962 and 1964, resulting the alteration of such character-defining elements as the girders and abutments and the loss of features such as the deck and parapets.

Is the bridge a significant example of the work of a manufacturer, designer, and/or engineer?

This bridge is not a significant example of the work of a manufacturer, designer, and/or engineer.

HA-1715

Should the bridge be given further study before an evaluation of its significance is made?

No further study of this bridge is required to evaluate its significance.

BIBLIOGRAPHY:

County inspection/bridge files X **SHA inspection/bridge files** _____
Other (list):

Gunnarson, Robert
1990 *The Story of the Northern Central Railway, From Baltimore to Lake Ontario.* Greenberg Publishing Co., Sykesville, Maryland.

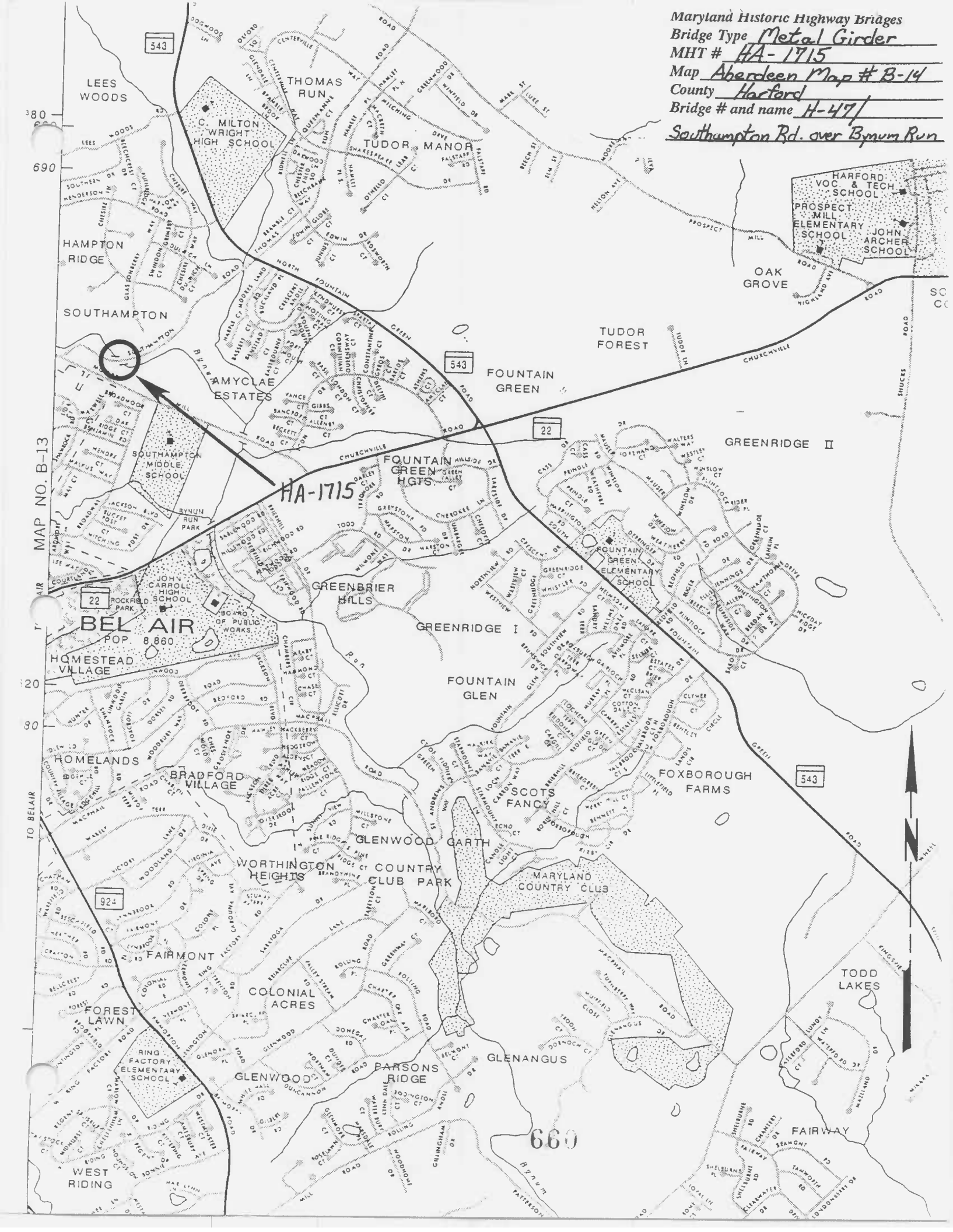
Johnson, Arthur Newhall
1899 The Present Condition of Maryland Highways. In *Report on the Highways of Maryland.* Maryland Geological Survey, The Johns Hopkins University Press, Baltimore.

Travis, Sarah E. and Christopher H. Weeks
1996 *Maryland Inventory of Historic Properties, Historic Bridge Inventory: Bridge H-47.* Harford County Department of Publie Works and Harford County Department of Planning and Zoning, Bel Air, Maryland.

Tyrrell, Henry G.
1911 *History of Bridge Engineering.* Published by author, Chicago.

SURVEYOR:

Date bridge recorded 2/25/97
Name of surveyor Caroline Hall
Organization/Address P.A.C. Spero & Co., 40 W. Chesapeake Avenue, Baltimore, MD 21204
Phone number (410) 296-1685 **FAX number** (410) 296-1670


Maryland Historic Highway Bridges
Bridge Type Metal Girder
MHT # HA-1715
Map Aberdeen Map # B-14
County Harford
Bridge # and name H-471
Southampton Rd. over Bynum Run
HA-1715
MAP NO. B-13
LEES WOODS
C. MILTON WRIGHT HIGH SCHOOL
THOMAS RUN
TUDOR MANOR
HAMPTON RIDGE
SOUTHAMPTON
SOUTHAMPTON MIDDLE SCHOOL
AMYCLAE ESTATES
BYNUM RUN PARK
JOHN CARROLL HIGH SCHOOL
ROCKFIELD PARK
BOARD OF PUBLIC WORKS
BEL AIR
POP. 8,860
HOMESTEAD VILLAGE
GREENBRIER HILLS
FOUNTAIN GREEN HGTS.
FOUNTAIN GREEN
TUDOR FOREST
OAK GROVE
HARFORD VOC. & TECH. SCHOOL
PROSPECT MILL ELEMENTARY SCHOOL
JOHN ARCHER SCHOOL
GREENRIDGE II
GREENRIDGE I
FOUNTAIN GREEN ELEMENTARY SCHOOL
FOUNTAIN GLEN
HOMELANDS
BRADFORD VILLAGE
SCOTS FANCY
FOXBOROUGH FARMS
GLENWOOD GARTH
WORTHINGTON HEIGHTS
COUNTRY CLUB PARK
MARYLAND COUNTRY CLUB
FAIRMONT
COLONIAL ACRES
FOREST LAWN
RING FACTORY ELEMENTARY SCHOOL
GLENWOOD
PARSONS RIDGE
GLENANGUS
TODD LAKES
FAIRWAY
WEST RIDING
TO BELAIR
543
22
924
669
690
620
380
N


WEIGHT
LIMIT
11
TONS

1. HA-175

2. Southampton Rd over Bynum Run

3. Harford Co, MD

4. Caroline Hall

5. 3/97

6. MD SHPO

7. south side

8. 1 of 6

1. HA-175
2. Southampton Rd over Bynum Run
3. Harford Co, MD
4. Caroline Hall
5. 3/97
6. MD SHPO
7. north side
8. 2 of 6

1. HA-1715
2. H-47; Southampton Rd over Bynum Run
3. Harford Co. MD
4. Caroline Hall
5. 3/97
6. MD SHPO
7. South side, view east
8. 3 of 6

1. HA-1715
2. Southampton Rd over Lyons Run-H47
3. Harford Co, MD
4. Caroline Hall
5. 3/97
6. MD SHPO
7. roadway approach, view west
8. 4 of 6

1. HA-1715
2. H-47; Southampton Rd over Bynum Run
3. Harford Co, MD
4. Carsline Hall
5. 3/97
6. MD SHPO
7. Roadway approach, view east
8. 5 of 6

1. HA-1715
2. H-47; Southampton Rd over Bynum Run
3. Harford Co., MD
4. Caroline Hall
5. 3/97
6. MD SHPO
7. detail of substructure
8. 6 of 6

#9700957

INDIVIDUAL PROPERTY/DISTRICT
MARYLAND HISTORICAL TRUST
INTERNAL NR-ELIGIBILITY REVIEW FORM

Property/District Name: Southampton Road Bridge Survey Number: HA-1715

Project: Southampton Rd Bridge Replacement Agency: FHWA/SHA

Site visit by MHT Staff: _X_ no ___ yes Name _____ Date _____

Eligibility recommended _____ Eligibility **not** recommended _X_

Criteria: ___A ___B ___C ___D Considerations: ___A ___B ___C ___D ___E ___F ___G ___None

Justification for decision: (Use continuation sheet if necessary and attach map)

The Southampton Road Bridge over Bynum Road and located just north of Bel Air in Harford County, MD is located within the boundaries of the Heighe House (HA-1770), listed on the National Register. The bridge is not considered a contributing resource to the property nor is it considered individually eligible for listing on the National Register of Historic Places. The bridge was not included in the Statewide bridge inventory (reason not determined). The bridge holds bridge number H-47 by the Maryland Department of Public Works.

The Southampton Road Bridge over Bynum Run is a two-lane, simple-span, steel-beam bridge originally constructed in 1930 and significantly altered in the 1950s. As originally constructed, the structure was a single-span, steel stringer bridge with a reinforced concrete deck supported by full-height concrete abutments. In the 1950s a second simple span s added consisting of corrugated metal-plate flooring with a bituminous wearing surface upported by steel stringers. The original east abutment was converted into a concrete pier, and a new east abutment was constructed. Due to these major alterations, the property has lost its integrity and is not considered eligible for listing on the Register.

Documentation on the property/district is presented in: MIHP form, March 1997 Files

Prepared by: Robinson & Associates, MIHP Form and DOE letter

Kimberly Prothro Williams April 30, 1997
Reviewer, Office of Preservation Services Date

NR program concurrence: _X_ yes ___ no ___ not applicable

Peter B. Cunningham 5/1/97
Reviewer, NR program Date

Survey No. HA-1715

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

____	Eastern Shore	(all Eastern Shore counties, and Cecil)
____	Western Shore	(Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
__X__	Piedmont	(Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
____	Western Maryland	(Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

____	Paleo-Indian	10000-7500 B.C.
____	Early Archaic	7500-6000 B.C.
____	Middle Archaic	6000-4000 B.C.
____	Late Archaic	4000-2000 B.C.
____	Early Woodland	2000-500 B.C.
____	Middle Woodland	500 B.C. - A.D. 900
____	Late Woodland/Archaic	A.D. 900-1600
____	Contact and Settlement	A.D. 1570-1750
____	Rural Agrarian Intensification	A.D. 1680-1815
____	Agricultural-Industrial Transition	A.D. 1815-1870
____	Industrial/Urban Dominance	A.D. 1870-1930
__X__	Modern Period	A.D. 1930-Present
____	Unknown Period (___ prehistoric	___ historic)

III. Prehistoric Period Themes:

____	Subsistence
___	Settlement
____	Political
____	Demographic
____	Religion
____	Technology
____	Environmental Adaptation

IV. Historic Period Themes:

____	Agriculture
____	Architecture, Landscape Architecture, and Community Planning
____	Economic (Commercial and Industrial)
____	Government/Law
____	Military
____	Religion
____	Social/Educational/Cultural
__X__	Transportation

V. Resource Type:

Category: Structure

Historic Environment: Rural

Historic Function(s) and Use(s): Transportation/Bridge

Known Design Source:

HA-1715
SOUTHAMPTON ROAD BRIDGE OVER BYNUM RUN

Location: Vicinity of the town of Bel Air, Maryland (Harford County)
Date of Construction: 1930, altered 1950s
Access: Public

The Southampton Road Bridge over Bynum Run is located just northeast of the town of Bel Air, Maryland. This two-lane, simple-span, steel-beam bridge has been assigned the number H-47 by the Harford County Government for identification purposes, and is located within the boundaries of Heighe House (HA-1770), a property listed on the National Register of Historic Places. The bridge carries traffic on Southampton Road, which runs generally east-west, over Bynum Run, which runs north-south, and is located in a once-rural area of the county which is rapidly becoming more suburban in character. There are residences and scattered fields adjacent to both the bridge and the road.

The Southampton Road Bridge was built to replace an earlier bridge at the same location. The bridge's original lane was constructed in 1930, and a second lane, which doubled the size of the bridge, was added in the 1950s. The identities of the designer and builder of the bridge are not known. It was likely built by Harford County or by a contractor hired by the county. The bridge is a representative example of metal girder bridge construction, a type of which hundreds were built across Maryland prior to World War II.

HISTORIC CONTEXT:

Maryland Comprehensive Historic Preservation Plan Data

Geographical Organization: Piedmont

Chronological/Development Periods: Modern Period A.D. 1930-Present

Prehistoric/Historic Period Themes: Transportation

Resource Type:

Category: structure

Historic Environment: rural

Historic Function(s) and Use(s): transportation

Known Design Source: none

Survey No. HA-1715

Maryland Historical Trust
State Historic Sites Inventory Form
Maryland Inventory of Historic Properties

Magi No.

DOE ___yes ___no

1. Name

Historic Name Southampton Road Bridge over Bynum Run

Common Name and Building Number Harford County Bridge #H-47

2. Location

Street and Number Spanning Bynum Run

City, Town just northeast of the town of Bel Air Congressional District first

State Maryland County Harford

3. Classification

Category	Ownership	Status	Present use	
__ Oistrict	X Public	__ Occupied	__ Agriculture	__ Museum
__ Building(s)	__ Private	__ Unoccupied	__ Commercial	__ Park
X Structure	__ Both	__ Work in Progress	__ Educational	__ Private Residence
__ Site	**Public Acquisition**	**Accessible**	__ Entertainment	__ Religious
__ Object	__ In Process	__ Yes: Restricted	__ Government	__ Scientific
	__ Being Considered	X Yes: Unrestricted	__ Industrial	X Transportation
	__ Not Applicable	__ No	__ Military	__ Other: Housing

4. Owner of Property (all owners)

Name Harford County Government

Street & Number 220 South Main Street Telephone No. (410) 638-3509

City, Town Bel Air State and Zip Code Maryland 21014

5. Location of Legal Description

Courthouse, Registry of Deeds, etc. Liber# _ Folio# _

Street & Number

City, Town State and Zip Code

6. Representation in Existing Historic Survey _Yes X No

Title

Date Federal____ State____ County____ Local____

Depository for Survey Records

City, Town State and Zip Code

7. Description

Survey No. HA-1715

Condition

__ Excellent	__ Deteriorated	__ Unaltered	X Original Site	
__ Good	__ Ruins	X Altered	__ Moved	Date of Move _____
X Fair	__ Unexposed			

SEE CONTINUATION SHEETS

CONTRIBUTING RESOURCE COUNT: 1

Description Summary

The Southampton Road Bridge over Bynum Run is located just northeast of the town of Bel Air in Harford County, Maryland. This two-lane, simple-span, steel-beam bridge has been assigned the number H-47 by the Harford County Government for identification purposes, and is located within the boundaries of Heighe House (HA-1770), a property listed on the National Register of Historic Places. The bridge carries traffic on Southampton Road, which generally runs east-west, over Bynum Run, which runs north-south, and is located in a once-rural area of the county which is rapidly becoming more suburban in character. There are residences and scattered fields adjacent to both the bridge and the road.

General Description

Southampton Road Bridge is a two-lane, simple-span, steel-beam bridge supported with 15" deep steel rolled sections, full-height concrete abutments, and a center concrete pier. The ends of the beams are encased in concrete and no bearings are visible. The west span has an 8" reinforced-concrete-slab deck with a bituminous concrete wearing surface, and the east span has corrugated-metal-plate flooring with a bituminous concrete wearing surface. There are 3 1/2" diameter pipe railings on each side of the deck. The structure has a roadway width of 22' 4" without sidewalks, and carries two lanes of traffic, one eastbound and one westbound, over a total bridge length of 55". The structure is at a 20-degree left front skew. There are no guardrails on the approaches.

The original 1930 structure consisted of a single-span, steel stringer bridge with a reinforced-concrete deck supported by full-height concrete abutments. In the 1950s, a second simple span was added consisting of corrugated-metal-plate flooring with a bituminous concrete wearing surface supported by steel stringers. The original east abutment was converted into a concrete pier, and a new east abutment was constructed.

According to a report prepared in December 1995 by the engineering firm of Whitney, Bailey, Cox, and Magnani, the bridge is in poor condition. Several areas of the deck on the west bridge span have spalled concrete and exposed and corroded reinforcing steel. The east span is significantly rusted and corroded. The west abutment has cracked and slightly displaced due to a tree growing in the wingwall backfill area. The bridge railing is deteriorated and does not meet current safety standards.

8. Significance

Survey No. HA-1715

Period	Areas of Significance - Check and justify below			
__Prehistoric	__Archeology-Prehistoric	__Community Planning	__Landscape Architecture	__Religion
__1400-1499	__Archeology-Historic	__Conservation	__Law	__Science
__1500-1599	__Agriculture	__Economics	__Literature	__Sculpture
__1600-1699	__Architecture	__Education	__Military	__Social/Humanitarian
__1700-1799	__Art	__Engineering	__Music	__Theater
__1800-1899	__Commerce	__Exploration/Settlement	__Philosophy	X Transportation
X 1900-	__Communications	__Industry	__Politics/Government	__Other (specify)
		__Invention		

Specific Dates	Architect	Builder	Area
1930			

Applicable Criteria: __A __B __C __D

Applicable Exception __A __B __C __D __E __F __G

Level of Significance __National __State __Local

SEE CONTINUATION SHEETS

Significance Summary

The Southampton Road Bridge was built to replace an earlier bridge at the same location. The bridge's original lane was constructed in 1930, and a second lane, which doubled the size of the bridge, was added in the 1950s. The identities of the designer and builder of the bridge are not known. The bridge is a representative example of metal girder bridge construction, a type of which hundreds were built across Maryland prior to World War II.

Southampton Road Bridge

The current Southampton Road Bridge was constucted to replace an earlier bridge at this same location. The first lane of the bridge was constructed in 1930. A second lane was added sometime during the 1950s to accommodate a change in the flow of Bynum Run. Research at the Harford County Department of Public Works has not revealed the identity of either the designer or the builder of either lane of the bridge. It was likely built by the Harford County Government or by a contractor hired by the County Government.

Place of the Southampton Road Bridge in the Context of Metal Girder Bridges in the State of Maryland

According to the Maryland State Highway Administration, there are three periods of significance associated with metal girder bridges in Maryland:

> 1846-1870 - when this type of bridge was first introduced and popularized by railroad companies;
>
> 1870-1920 - when metal girder bridge design and construction was standardized and increasingly used for highway bridges; and
>
> 1920-1965 - when the Maryland State Road Commission used metal girder bridges for ordinary highway bridges as well as for grade-crossing elimination structures.[1]

The Southampton Road Bridge was constructed and also altered within the third period of significance, when numerous metal girder bridges were erected across the state as highway bridges.

The Maryland State Highway Administration currently maintains a statewide list of county and municipal bridges. Out of 550 bridges built between 1901 and 1930, 200 are described as steel beam, steel girder, or steel stringer and girder bridges. This figure suggests that "among the various highway bridge types built in the early twentieth century metal girder bridges in Maryland between 1900 and 1930 were second in popularity only to reinforced concrete bridges." Girder bridges continued to be built in large numbers in Maryland during the 1930s up until World War II.[2]

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[1]P.A.C. Spero & Company and Louis Berger and Associates, Historic Highway Bridges in Maryland: 1631-1960: Historic Context Report, (Prepared for Maryland State Highway Administration, July 1995, Revised October 1995), 129.

[2]Spero and Berger, Historic Highway Bridges in Maryland, 127.

9. Major Bibliographical References

SEE CONTINUATION SHEETS

10. Geographical Data

Verbal Boundary Description and Justification

The boundary of the Southampton Road Bridge is coterminus with the structure itself, as it encompasses only the bridge and the ground over which it spans.

11. Form Prepared by

Name/Title Laura L. Bobeczko, Judith Robinson, Architectural Historians

Organization Robinson & Associates, Inc. Date March 31, 1997

Street & Number 1909 Q Street, N.W. Telephone 202-234-2333

City or Town Washington State and Zip Code D.C. 20009

Approved by the Federal Preservation Officer

Concurrence of State Preservation Officer

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

Return to:

Maryland Historical Trust
DHCP/DHCD
100 Community Place
Crownsville, Maryland 21032-2023
(410) 514-7600

Bibliography

P.A.C. Spero & Company and Louis Berger and Associates. Historic Highway Bridges in Maryland: 1631-1960: Historic Context Report. Prepared for Maryland State Highway Administration, July 1995, Revised October 1995.

Pro-Tech Engineers, Inc. 1991 Bridge Inspection Report, Bridge No. H-47, Southampton Road over Bynum Run. August 14, 1991.

Travis, Sarah and Christopher Weeks. Maryland Inventory of Historic Properties, Historic Bridge Inventory Form for Southampton Road over Bynum Run Bridge #47, Draft. Prepared for Maryland State Highway Administration and Maryland Historical Trust, June 1996.

Whitney, Bailey, Cox, and Magnani. Bridge Improvement Study, Final Report, Southampton Road Bridge over Bynum Run. Prepared for Harford County Government, Department of Public Works, December 1995.

HA-1715 - Southampton Road Bridge over Bynum Run
Harford County, MD
USGS Map, Bel Air Quadrangle
1956, Photorevised 1986
7.5 minute series


WEIGHT
LIMIT
11
TONS

MIHP # HA - 1715
Southampton Road Bridge over Bynum Run
Bel Air, Harford County, MD
Laura L. Bobeczko
11/7/96
Negative located at MD SHPO
View of bridge facing west
#1 of 2

MIHP# HA-1715
Southampton Road Bridge over Bynum Run
Bel Air, Harford County, MD
Laura L. Bobeczko
11/7/96
Negative located at MD SHPO
View of bridge facing southwest
2 of 2